

CHAPTER 46

PARKING

This chapter defines the parking criteria for on-street parking, Central Business District (CBD) parking, and other special requirement areas. This chapter also establishes clearance requirements for off-street parking. Parking shall meet DDOT requirements and District regulations DCMR 18 2405.2 B

46.1 On-Street Parking

Depending on the roadway classification, certain roadways are designated with on street parking. The table showing the roadway classifications and where parking is allowed is shown in the **Roadway** chapter within this manual.

In order to accommodate on-street parking within the District but minimize potential accidents and conflicts between moving and parking vehicles, the following table was developed:

Table 46-A:

DEGREE S	STALL WIDTH	STALL DEPTH	ADJACENT AISLE WIDTH	SKEW WIDTH
90	9'-0"	18'-0"	23' Min to 27' Max	None
60	9'-0"	17'-0"	17'-0" Min	9'-3"
45	9'-0"	19'-10"	11'-0" Min	12'-9"
Parallel	9'-0"	23'-0"	12'-0" Min	None
Parallel	8'-6"	22'-0"	11'-6" Min	None
Parallel	8'-0"	22'-0"	11'-0" Min	None

All on-street parking areas must be striped as designated in the table to provide sufficient depth and width for vehicles. For streets where parking is limited or not allowed, "No Parking" street signs shall be required in accordance with the **MUTCD**.

46.1.1 Non-Parallel Parking

In the Downtown areas and other special designation areas, the District permits perpendicular or diagonal parking. Any areas on the street must be agreeable to the Program Manager and meet the requirements of Table 46-A. The parking spaces must be striped. Diagonal parking may be approved at an angle of 45 or 60 degrees. Parking spaces for family vehicles shall be a minimum of 9 ft. wide for all angle parking spaces. Handicap spaces require more width.

When angle parking is located on a public street, it must be pre-approved by the Traffic Service Administration (TSA). All angle parking spaces on a street are required to be back in and pull out. On an approach to an intersection: When maneuvering into an angle parking space, no time can a vehicle use any part of the crosswalk for this purpose there must be a minimum 20 ft. clearance from the parking space to the stop line or parking space.

On the descend from an intersection there must be a minimum of 22 ft. between the back-edge line of the crosswalk and the beginning point of the angle parking space. This is to allow a vehicle room to wait while another vehicle is backing into the parking space.

46.1.1.1 On-Street Handicap Parking

On-street handicap parking is only allowed in front of DC government buildings. The parking area shall be appropriately signed.

Only the Traffic Service Administration can install special handicap parking spaces for designate on-street parking.

46.1.1.2 Driveway Clearance

A vehicle parking space within the roadway shall be designated with a minimum clearance of 5 ft. from the edge of the driveway, unless otherwise indicated. Sight-distance is a major factor when exiting mid-block parking lots. There must be a minimum of 5-foot clearance on each side of these driveways. Existing mid-block driveways require a minimum of 5 ft. clearance on each side unless special sight distance problems exist. The TSA engineer will make the final determination of the clearance required for the driveway.

46.1.1.3 Intersection Clearance

A vehicular parking space within the roadway shall be designed with a minimum clearance of 25 ft. from the stop bar. Depending on traffic conditions, the District may require a greater clearance.

NOTE: No parking is allowed within an Intersection. Refer to the **Pavement Markings and Signage** chapter within this manual for more information.

46.1.1.4 Fire Hydrant

No parking may be designated in front of a fire hydrant for 10 ft. in either direction from the centerline of the fire hydrant.

46.1.1.5 Parking in Alleys

In public alleys with a minimum width of 30 ft. parking is allowed, providing TSA issues a regulation permitting parking, otherwise parking is not allowed in public alleys. Parking is allowed provided a driveway is installed in front or located behind private property with housing located within the alley system. These spaces must be pre-approved by TSA.

When parking parallel on private property and/or on commercial property adjacent to any public alleys, there must be a minimum six-foot clearance space between the parking space and the edge line of the alley. When parking on a 90-degree angle to an alley there must be a minimum three-foot space between the end and front of the parking space and the edge line of the alley.

46.1.2 Off-Street Parking

Parking is not allowed within the public space area between the curb of the street and the right-of-way (property line) of the street. When parking parallel on private property and/or on commercial property adjacent to any public alleys, there must be a minimum five-foot (5') clearance space between the parking space and the edge line of the alley. When parking on a 90-degree angle to an alley there must be a minimum 3 ft. space between the end and front of the parking space and the edge line of the alley.

46.1.2.1 Off-Street Handicap Parking Spaces

Use 90-degree universal parking space design: 11 ft. wide spaces with a 5 ft. wide space between the two 11 ft. spaces. The 5 ft. space must have diagonal striping on a 45-degree angle. Use 1 ft. wide stripe and 2 ft. spacing. Requires 19 ft. length for parking spaces.

Concrete curb stops should be provided for each parking space. A minimum 5 ft. area must be provided in front of each parking space leading to handicap

ramp. There must be an additional 5 ft. diagonal striped area between a regular parking space and an adjacent handicap space.

When parking parallel on private property and/or on commercial property adjacent to any public alleys, there must be a minimum six-foot clearance space between the parking space and the edge line of the alley. When parking on a 90-degree angle to an alley there must be a minimum 3 ft. space between the end and front of the parking space and the edge line of the alley.

46.1.2.2 Loading Zones

Zone spaces are to be 30 - 40 ft. Larger sizes must have pre-approval from the Curbside Management Division (TSA).

46.1.3 Bicycle Parking

Comply with the **DCMR, Title 18, Chapter 21**, for off-street bicycle parking.